COMPTROLLER'S OFFICE.

Cir. No. 320 *T. A., dated 15th February* 1929.

Government Orders No. Fl. 5788-857—S. A. 179-28-1, dated 30th January 1929, and Fl. 4657-706—S. A. 333-15-1, dated 17th March 1916, explaining the circumstances under which conveyances may be transported from one place to another at Government expense and the scope of Art. 539, Mysore Service Regulation are hereby published for the information of sanctioning and other officers.

S. SHAMANNA,
Comptroller.

Order No. Fl. 5788-857—*S. & A.* 179-28-1, *dated* 30th *January* 1929.

Under Article 539, Mysore Service Regulations an Officer having to travel by Railway over a distance of not less than 30 miles in a single journey and requiring conveyance for his ***bona fide*** use at the end of such journey, may, with the sanction of his official superior, claim the actual expenses of sending such conveyance, but the sanction has to be accorded by the official superior only in the public interest and when giving it should be communicated to Government.

2. As permission was given by the Head of the Department to an officer to take his conveyance by rail at Government cost for his use within the municipal limits of the place of halt, under a misapprehension of the scope of this article, the attention of all officers is invited to G. O. Fl. 4657-706—S. A. 333-15-1, dated 17th March 1916. With a view to the instructions laid down therein being strictly followed in future.

M. VIRARAJA URS,
For *Financial Secretary to Government.*

Order No. Fl. 4657-706—*S. & A.* 333-15-1, *dated 17th March* 1916.

Under Art. 529 Mysore Service Regulations the power of allowing officers to take by rail at the cost of Government-conveyances required by them for use at the end of a journey is vested in their official superiors. The attention of Government has been drawn to the fact that the conditions under which this concession has been granted in different instances have not always been uniform. As it is necessary that all officers should clearly understand in what circumstances the concession referred to in this article may be properly sanctioned, Government are pleased to lay down the following rules for their guidance and direct that they may be strictly followed in future.—

1. The scale of an officer's travelling allowance is fixed so as to cover all items of expenditure incidental to journeys on transfer or on tour. For ordinary journeys on tour or transfer, therefore, an officer is not entitled to charge Railway freight for his conveyances or horses in addition to full travelling allowance under the rules especially in cases where a sufficiently large amount of road mileage is drawn for Journeys performed by such conveyance.

2. Accordingly for journeys for which an officer earns by road mileage an amount equal to at least twice the outward Railway freight for the conveyance which it is necessary for him to take by rail in the interests of the public service, such charges will not be borne by Government. Ordinarily an officer should so arrange his tour that sufficient road journeysare performed at the end of the Railway journey, so as to make this rule applicable.

3. In exceptional cases where the road mileage earned is less than twice the Railway freight for the conveyance and the interests of public service require the horse or conveyance at one place immediately after its being similarly used in another place, the concession contemplated in Art. 539, Mysore Service Regulation, may be sanctioned for the outward journey only. It may be sanctioned for the return journey if that journey also satisfies the condition of urgency stated in the following paragraph.

4. The concession should not be allowed unless it is clearly shewn that public interests would suffer if the conveyance or horse was sent by road in the usual manner and that in spite of reasonable forethought in the arrangement of the tour programme the necessity for its being required at two places almost simultaneously could not be prevented.

5. The daily allowance under the rules drawn by an officer when halting at a station is held to cover all the ordinary daily charges of the officer including the cost of Locomotion within the station. Charges for transporting conveyances will not therefore be allowed merely to give an officer facilities of Locomotion within stations at which he may halt but only for urgent journeys from one station to another.

6. When a concession under Art. 539, Mysore Service Regulation granted by an authority subordinate to Government is against any of the express provision of the Article, the Comptroller should disallow the charges clearly pointing out to the sanctioning authority the particular provision violated.

7. Charges of transporting a conveyance when allowed should be supported by the receipt granted by the railway authorities.

P. H. KRISHNA RAO,
For *Financial Secretary to Government.*